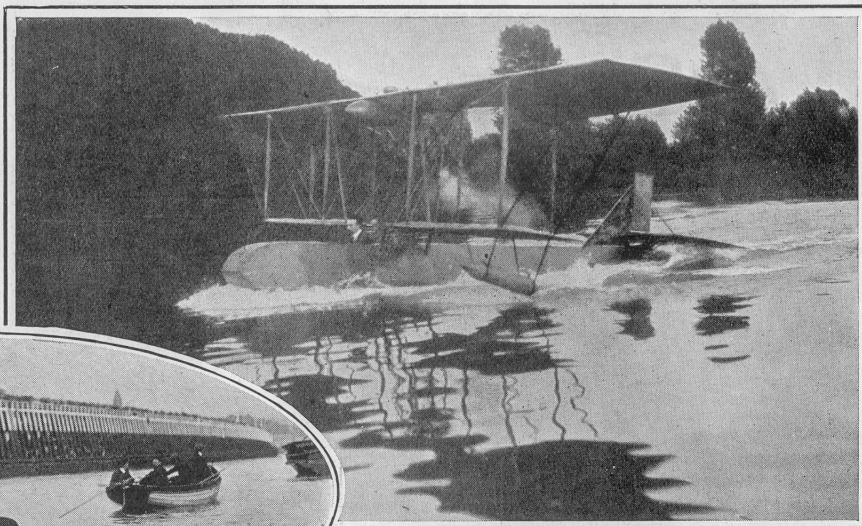


THE NEW AIRMANSHIP: FLYING-BOATS AND WATERPLANES.



WITH BODY LIKE THAT OF A FLYING-FISH: THE DONNET-LÉVÈQUE WATERPLANE ON WHICH M. BEAUMONT ATTEMPTED TO FLY FROM THE SEINE AT BEZONS TO THE THAMES AT BLACKFRIARS.

Photo. Branger.



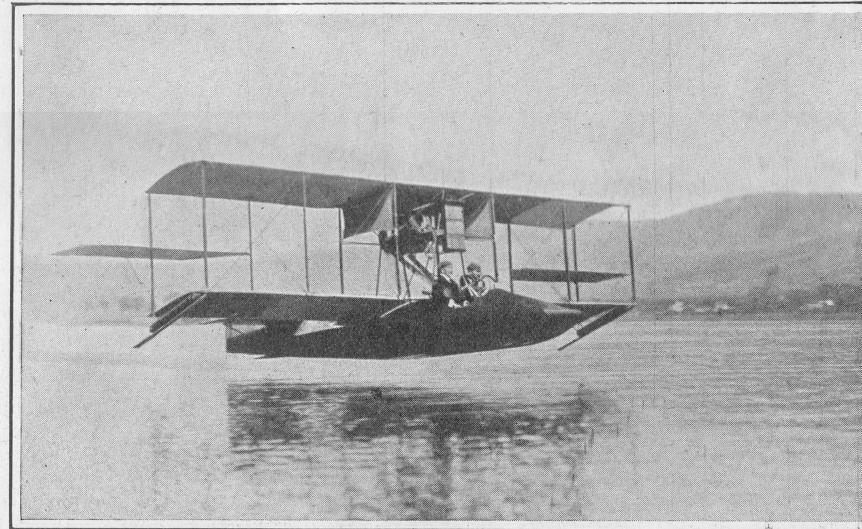
THE BEGINNING OF THE ALL-OVER-WATER FLIGHT FOR LONDON: M. BEAUMONT STARTING FOR ENGLAND ON HIS WATERPLANE TO FOLLOW THE COURSE OF THE SEINE.

Photo. Branger.

AFTER THE BOTTOM OF THE "FLYING-BOAT" HAD BEEN SMASHED BY THE WATER: M. BEAUMONT BEING ROWED ASHORE AT BOULOGNE.

Photo. Underwood and Underwood.

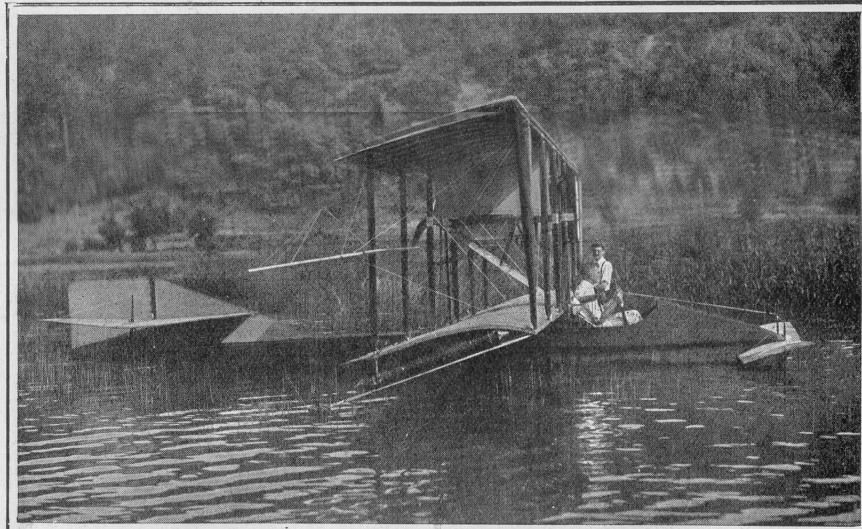
M. Beaumont endeavoured to fly from Bezons, a suburb on the Seine six miles from Paris, to the Thames at Blackfriars, remaining over water the whole while. Aboard his waterplane—or flying-boat, for the affair has much more boat about it than has the ordinary hydro-aeroplane—he reached Quillebœuf, where he alighted for petrol. Then came Havre, and slight damage to the machine; then Boulogne-sur-Mer, and again slight damage. That was on the Friday. On the following morning M. Beaumont started again, but had not gone more than a hundred yards or so before his waterplane was driven on to the sea by a sudden squall, the bottom of the boat was smashed, and the attempt had to be abandoned.



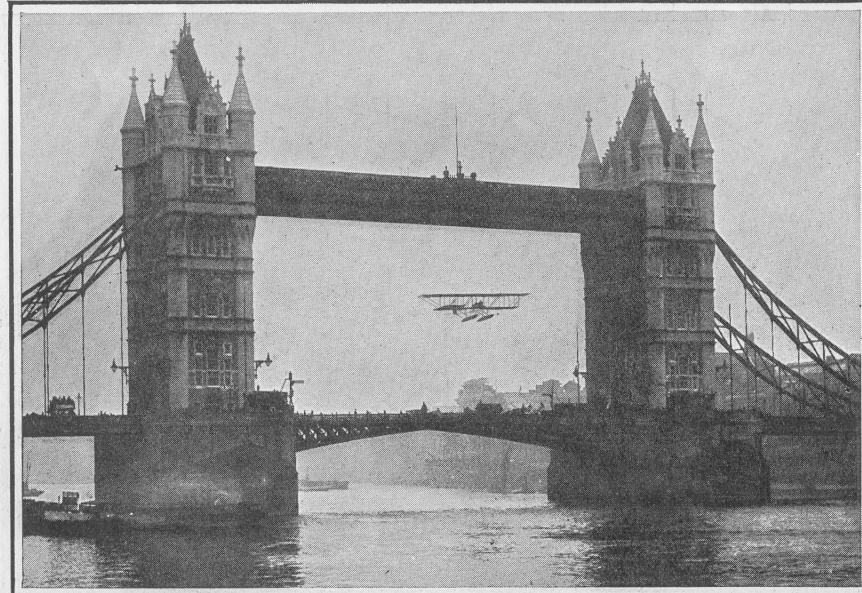
AN AMERICAN "FLYING-BOAT": MR. GLENN H. CURTISS'S HYDRO-AEROPLANE RISING FROM THE WATER.

Mr. Curtiss's new hydro-aeroplane is 26 feet long and 3 feet wide, with a hull nearly 3 feet deep. Over it are the planes, $5\frac{1}{2}$ feet deep and 30 feet wide. The boat is driven by an 80-h.p. Curtiss motor. She starts and moves on for a while just like a motor-boat. When she gets up a speed of 25 or 30 miles an hour, she lifts out of the water until only her stern touches. Then the speed runs up to 50 miles.

Soon she rises clear from the lake, and travels at any speed from 70 to 90 miles an hour, according to the wind.

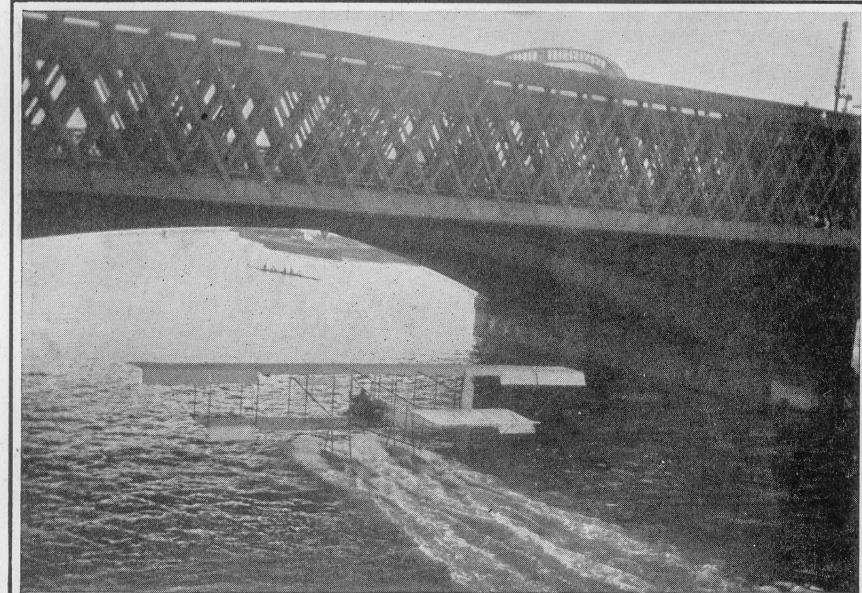


CAPABLE OF MAKING SEVENTY TO NINETY MILES AN HOUR: MR. GLENN H. CURTISS'S NEW "FLYING-BOAT."



MR. F. K. McCLEAN'S "BUS" FLYING BETWEEN THE ROADWAY AND THE FOOTBRIDGES OF TOWER BRIDGE: AN AIRMAN ARRIVING IN LONDON BY WATERPLANE FOR THE FIRST TIME.

Photo. C.N.



"TAXIING" UNDER BLACKFRIARS RAILWAY BRIDGE: MR. F. K. McCLEAN ON HIS RETURN JOURNEY, WHICH ENDED IN A SIDE-SLIP IN THE AIR AND THE TOWING OF THE BIPLANE TO THE DOCKS.

Photo. Partridge's Pictorial Press.

Just when M. Beaumont was expected at Blackfriars to pay a call upon the "Daily Mail," Mr. F. K. McClean, flying a Shorri-Farman waterplane, alighted on the Thames near Westminster Bridge. He had flown from Eastchurch, through the Tower Bridge, and under London, Blackfriars, Waterloo, and Hungerford Bridges. The journey took an hour and a half. The return flight failed. Soon after it had passed under the Tower Bridge the waterplane side-slipped in the air, struck the water, and had to be towed into dock. Most of the airmen who fly biplanes refer to their machines as "busses"; to taxi, in the slang of the waterplanter, is to skim along the water.